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TORRANCE HARDWARE CO.

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June Wilkerson To Wed Maurice Donnelly Here

Mr. and Mrs. M. Wilkerson, of 25200 Frampton ave., Harbor City, announce the engagement of their daughter June to Maurice Donnelly, son of Mr. and Mrs. J. M. Donnelly, of 1517 256th st., Harbor City.

Mr. Donnelly was graduated from Banning high school in the winter class of 1939. He entered the U.S. Naval Academy at Annapolis in 1941, and graduated in 1945. He was discharged as Lt. (j.g.) in August 1945.

Miss Wilkerson was graduated with the summer class of 1942 at Narbonne, and entered the School of Nursing at the Los Angeles County general hospital in 1943, graduating as registered nurse in 1946. She is now employed at the Harbor General hospital, Torrance. The date for the wedding has not been set.

NO SUMMER

A "year without summer" occurred in 1816 when killing frost and snow were reported every month of the year in New York, Pennsylvania, New England and even as far south as the Virginia mountains. According to one theory, the cold was caused by great quantities of volcanic dust in the air which prevented sufficient sunlight from reaching the earth.

LETTERS to the EDITOR

September 5, 1946 Editor Torrance Herald: I read your article in the September 5th issue with regard to the inertia and stagnation that has apparently crept into the city's efforts to procure the Lomita flight strip and found it very interesting from many viewpoints.

My remarks that follow are based upon the fact that I have always been proud of the thought that I am a sincere and enthusiastic "friend of aviation," and as such have learned a lot by talking with many authorities on the subject throughout my travels.

Your blast can be good—or bad. Looking at the matter in reverse order, it can be bad if it arouses the ire of those involved and the whole thing explodes into an atom bomb of friction, controversy and confusion. It can be good if the wholesome intent behind that interesting article sparkplugs the city fathers and their supporters for an airport into galvanic action to gather all the facts on hand, analyze same carefully, lead their guns with new, live ammunition, prepare an intelligent presentation setting forth the city's seriousness of intent and willingness to support such a venture based upon the convenience and necessity of the airport to serve the public and aviation in a better way than they are now being served with one theory, the cold was caused by great quantities of volcanic dust in the air which prevented sufficient sunlight from reaching the earth.

Reading again between the lines, I see in that article only a clear carbon copy of the present complications that not only the City of Torrance, but many other cities and municipalities have gotten themselves involved in, because the Government and aviation have not taken unto themselves the time nor effort to guide or educate city fathers into the correct procedure for securing such airports for the future.

If a man wants to make a loan, the first thing he does is to seek the advice of his banker. If he's sick he consults a doctor. If his automobile goes haywire he calls on his favorite garageman. But, the strange part of this aviation business is that everybody thinks it is cloaked in a dense atmosphere of deep mystery, whereas it is as clear as a crystal-blue sky if one has the knowledge and will apply just a grain of commonsense, as they do in their own business.

Reading again between the lines, I honestly think in my humble way that the efforts to get the airport have been bogged down and buried under a thick layer of inertia because of too many "aviation experts" who don't even know the front end of an airplane and still think that the wings are pumped up to make it fly, have injected their ignorance into this effort without being guided by the qualified advice of the man really in the know in their group. This fact I can easily substantiate from the past contacts with the same kind of a sleeping situation elsewhere.

I hope, in the interest of aviation, that the city fathers will be aroused to the point of action that they will reconstruct their plan of action, rebuild their broken bridges and get the job done before it is too late, that is, if they mean business and really want the airport.

Yours for better aviation, A Friend.

Torrance Park Scene Of Frolic For Orange P.T.A.

The Orange street P.T.A. executive board, their families and members of the Orange street school faculty, fifty-seven in numbers, spent a very enjoyable evening at Torrance park Saturday night.

With many new members on the executive board this year, there was need for a get-acquainted party, and with the enthusiastic committee members in charge, the event lacked nothing for a lively good time for all.

Mrs. G. A. Ford, activity and recreation chairman for the organization, arrived with a program of fun and frolic, which the group entered into with great zest, with a softball game arranged for the finale of the evening.

Mrs. Percy Goodell, publicity chairman, announced that with the assistance of some of the small sons, the women won the ball game with a score of 19 to 17.

FIRST SIX MONTHS TOLL A toll of 15,750 killed and 540,000 injured in traffic accidents in the first six months of this year is reported by the National Safety Council.

use. This is true throughout both Tokyo and Yokohama.

A shortage of food is very much in evidence on the part of the Japanese. There are plenty of people willing to work but they have to spend at least half of their time searching for enough food to live on. In the rural districts every inch of ground is planted, rice being the main crop, corn, beans and almost every vegetable one can think of is in evidence. They claim that any plant in the world can grow in Japan, and it is easy to believe. As a whole, the people appear to be poor, but actually they have money but nothing to buy. When the occupation forces first came it, it was nothing to have a ten or twelve-year-old youth come up and offer fifteen to twenty yen for a candy bar. Yen, being the basic money exchange, is worth six and six-tenths of the U.S. money. Cigarettes and candy are the items that are the most valuable or at least the hardest to get.

As you ride along the country roads, of which there are very few, or on a railway train, the children of talking age up to sixteen years line up the road and as you go, by they yell "hello" or as I heard one yell "follow say, 'hubba hubba'."

If one were to stop his jeep or truck out in the rural district, he would be immediately surrounded by from five to fifty inhabitants from five to fifty years of age. They are very curious. That, and the fact that they may promote a candy bar or cigarette.

One of the difficulties that we are faced with is the age-old custom of driving on the left side of the road of street. It is the same here as in England and the rest of Europe. To me it is the wrong side, and it presents difficulties if one is not continually on the lookout for changing over, but I don't know what, if anything, will come of it.

Most of the traffic in the city, and this is especially true in Yokohama, is made up of a combination of jeeps and trucks. There are a few United States built cars and also a few Japanese built. Due to a shortage of gasoline, most of them have a charcoal burner from which power is derived. There are any number of bicycles. These are

the main mode of travel. It is absolutely remarkable the lead these people can put on two wheels. I hesitate to even imagine what they could put on some of the big trucks and trailers we have in the States. Cooperation seems to be the byword, because any time a vehicle breaks down, and it happens pretty regularly, there are anywhere from three to ten people trying to get it running again. I notice that almost every bicycle has a tire pump as part of its equipment. With tires hard to get, it is no doubt a good idea.

As to their stores, they have a number of open air markets, not nearly as large as State-side, which sell everything from toothpicks to expensive cameras. Lots of hand-made gadgets and souvenirs, almost anything that one can think of, can be found at one or another of these places.

It is my opinion that a trip to Japan, followed by a stay of six or eight months, is a very good way to end a stretch in the Army. Only by being with, and seeing these people, can one realize that they are doing their utmost to rebuild their country.

In closing, I would like to say that no matter how much they do for you over here, there is still no place like the good old U.S.A., and to be more specific, I will be glad to get home to Torrance.

Lt. Albert M. Coast General Headquarters Tokyo

36 Countries Have Consulates In Los Angeles

Consulates are maintained in Los Angeles by 36 countries, according to a report released recently by the World Trade Department of the Los Angeles Chamber of Commerce.

Officials of the Los Angeles Consular Corps are headed by Dr. Charles Winsel, Belgian consul, while Juan Pradenas M., Chilean consul-general, is president of the Latin American Consular Association. The report, available at the Chamber, lists 68 consular officials ranging from consuls general, through consuls, vice consuls, honorary consuls and trade consuls.

The Chamber report indicated the world's largest empire, the British, maintains the largest consulate here with seven consular officers. Mexico maintains six consular officers. The smallest country represented in Los Angeles is Luxembourg.

Stanley Olafson, manager of the Chamber's World Trade Department, is Iceland's consul.

Other countries with consulates in the city are Argentina, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Denmark, Dominican Republic, Ecuador, El Salvador, Estonia, France, Honduras, Iceland, Latvia, Lithuania, the Netherlands, Nicaragua, Norway, Panama, Paraguay, Peru, Poland, U.S.S.R., Sweden, Switzerland, Uruguay and Venezuela.

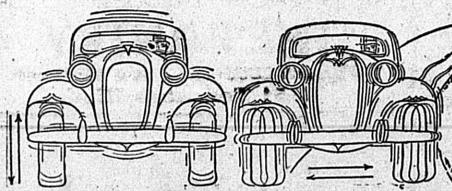
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Opens up spring leaves and frees shackles. Assures perfect lubrication of knee-action unit and entire front system. Detects squeaks, rattles and defects. Assures 100% lubrication.

INCREASES THE LIFE OF YOUR CAR—DECREASES REPAIR BILLS

Drive Your Car to Pinky Palmer's for Complete Service!

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- We— Pull the spring leaves back into their natural curl.
We— Put the proper lubricants where the ACTUAL WEAR takes place—the highest points of friction.
We— Permit 100% lubrication, apply grease while the car is in motion and while the weight of the body is on the MOTO SWAY.
We— Spread spring leaves even inside the covers to actually put lubricants between the leaves—not just smear on the outside.
We— Locate that HIDDEN BODY SQUEAK. We detect impaired parts.
We— Lubricate "Knee-Action" cars. See it work, it's perfect while the parts are all in motion—"floating action."
We— Make old cars ride like new ones, keep new ones riding like NEW—WE prove it. AT NO EXTRA COST

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TORRANCE

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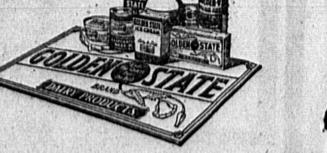
Smart way to outsmart your appetite. Advertisement for Golden State Cottage Cheese featuring illustrations of people eating and a calendar.



Barbara Tate suggests: TOMATO-ASPIC COTTAGE CHEESE MOLD

- 2 cups tomato juice
1/2 tsp. salt
1 stalk celery and leaves, cut in small pieces
1/4 green pepper, diced
1 1/2 tsp. unflavored gelatin
1 cup cottage cheese
1/4 cup cold milk
1 bay leaf
1/4 small onion
1 tsp. unflavored gelatin
1/4 cup cold water
1 tsp. lemon juice
1/4 cup hot milk
1 cup cottage cheese
2 tsp. pickle relish

1. Simmer tomato juice, salt, celery, green pepper, bay leaf and onion for ten minutes. 2. Soften 1 tsp. gelatin in cold water; gradually stir in hot tomato mixture. Add lemon juice and allow to partially set. 3. Soften remaining 1 1/2 tsp. gelatin in cold milk; stir in hot milk; and combine with cottage cheese and pickle relish. Pour into large mold or individual molds and chill in refrigerator until set. 4. Pour partially set tomato juice mixture over top of cheese in mold. Chill thoroughly. Unmold and garnish with endive, whole sweet pickles and ripe olives.



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